A full-page photograph of a rider on a yellow Suzuki RMX motorcycle, leaning into a turn on a forest trail. The rider is wearing a blue and white racing suit with 'YOKO' branding, blue boots, and a yellow helmet. The motorcycle has 'SUZUKI' and 'RMX' branding. The background is a blurred forest scene.

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TRAIL RIDER

M A G A Z I N E

January 1990
Volume 20 Number 1

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On the cover: Randy Hawkins flying through the woods at the Rhody National Enduro. Randy won his second AMA National Enduro Championship at Rhody; his second winning year aboard the RMX.



Loaded up, legal, and ready for a cross-country ride....

14

JUST PLAIN RIDING

24 Lake St. Peter Trail Ride

Riding the Corduroy trails. By Bill Fitkowski

COMPETITION

12 Greenbriar Enduro

A hot time in South Jersey. By Mary Funk

18 Sandy Lane Enduro

Cool woods, tight trails and quicksand

20 Little Rhody National Enduro

Hawkins takes the whole ball of wax

26 Holiday in Deutschland

What if they had an ISDE and nobody woke up?

30 Rattlesnake Hare Scrambles

Late news from Virginia. By Tom Conaway

26

FEATURES

14 Sidney's Wild Ride!

Ten days and 3000 miles on a KTM 350

TECHNICAL

32 RMX Update

Making the RMX almost unridable

DEPARTMENTS

5 Last Over

It makes me crazy

8 Eastern News

10 The Rest of the World

37 Subscription Page

34 Yankee Trader

30



Warning: This sport of off-road riding was not intended for people who get nervous about breaking bones or bleeding profusely, so be forewarned that injury is common and likely on a dirt bike. There aren't nearly as many dirt bike injuries as high school football injuries each year•that much has been proven•but because most people still believe that motorcycle riders are outlaws, and that the bikes themselves are "dangerous," we have to grit our teeth and curb our tongues every time somebody starts telling their story about their buddy who broke his leg and never rode motorcycles again. We know he should have kept riding, right?

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IT MAKES YOU CRAZY

By Paul Clipper

I don't like working on cars. Not anymore. I used to work on cars and trucks all the time, even hand-built an engine for a pickup truck some time ago, but I won't do it any more. Too many bikes to work on, and besides that, it's not like the auto manufacturers make it easy on you.

For example, I *did* work on my van once this summer. I wanted to replace the shocks on it, since the stockers were beat, and I felt kind of silly taking it down to the corner gas station. How hard could it be? It was just four shock absorbers.

The rear ones took about five minutes. No need to even jack the thing up, just slide under, take the bolts out, let 'em drop, and hang the new ones in place. No dramas, no nothing.

The fronts were a little different story. Since they fit in right behind the wheel, there's no way to do it without jacking it up and taking the wheel off. All right, no problem. Get out the floor jack, get it off the ground and away we go. You can see the bottom shock bolt, no problem, but the top one is inside of the A-arm, and all I can do is feel it.

No big deal. I need a deep socket, feels like a...well, let's see. I've got a half-inch deep one right here, but it doesn't quite fit over the top. Must be a nine-sixteenths. Got one right here next to the half...but wait a minute. Nine-sixteenths is too big. Get out the metric sockets. Some of these GM trucks are using foreign parts and metric fasteners now, maybe they've got European shocks on it....

Well, there wasn't a single metric socket that would work on the nut, and as far as I could see there wasn't a single American one that would as well. I didn't have any Whitworth wrenches, and I would probably still be driving with dead shocks on the front if my father hadn't been there, and rummaged around in his tools until he came up with a 19/32 socket, and a deep one at that. It was exactly the right size!

Now who ever heard of a 19/32 bolt or nut, and why in the hell would anybody even feel the need to create one? The aftermarket shocks I installed used a 9/16 nut on the top; very common, very easy to find tools to fit that one. Small wonder I prefer to send the truck down the corner when it needs anything.

I was about to start protesting that motorcycles aren't like this at all, but at the same time I was putting my old Penton vintage bike together, and it too had its quirks. The absolute classic example of this is the Penton exhaust pipe. You have to be in a very even, focused state of mind to take that pipe off the bike. First, you have to remove both of the bolts that hold the header flange, and take the header flange off with the pipe. It looks like you shouldn't have to do that, but woe be unto the poor fool who tries to leave



(Photo by Ron Turpin)

the header flange in place.

Next, you have to take the spark arrestor bullet off the back of the pipe. It *looks* like the pipe should come out from inbetween the airbox and the frame with no problem, even with the bullet on, but it doesn't work that way. Next, you have to take the bolts out of both of the rubber cushion mounts that hold the pipe to the frame, but you also have to remove the front mount completely—the pipe will hit it if you don't.

Finally, you're ready to "slip" the pipe out of the frame. You pull the header flange off with the pipe, give the pipe a little turn to the outside, and then remove the flange and put it on the bench. Then you push the pipe further *into* the frame, rather than immediately try to pull it out; give it about a 30-degree turn to the right, lift it up, turn it about 160 degrees in the opposite direction and then lift it right out. If you're really sharp, you can get it off without ever even brushing the pipe against the fiberglass airbox. If you screw it up somewhere along the line, you may be tempted to reach for the cutting torch.

The Penton was great for that kind of engineering, as a matter of fact. They used a huge fiberglass airbox that was only held onto the frame by three six-millimeter bolts, but in order to remove it you had to take practically every frame part off of the bike as well as the air boot and the mud flap on the bottom. Once you did, the box slipped right out like an unintentional insult at your sister's wedding. But if you had so much as a sticker on that airbox it would fight you to the death.

The bike also has an engine that doesn't seem to be even slightly related to the frame, and when you're trying to put the two together it seems impossible until the very last instant, when everything falls into place.

I could go on, but maybe it would be interesting to look at just how much better modern bikes are to work on. You don't have problems with exhaust pipes on modern bikes, because since we've all gone to single shocks there's no place

to run a pipe through the frame. There's no place to put an airbox, either, but we seem to have managed. Now we have removable subframes, so you can take off the whole back of the motorcycle when you want to work on the shocks—after you take off the seat, unplug all of the electrics, and remove the airbox boot.

Shocks and forks, as a matter of fact, have progressed to the point of complete simplicity—if we need anything done to them, anything at all, we send them off and pay somebody else to do it. Don't think of it as expensive, think of it as *progress*. You used to be able whip out your spanner wrench and crank the top off of your Koni shocks, dump out the oil and pour in four ounces of shock oil, crank the top back down and you were gone. Now you need a 300-pound nitrogen supply and a degree in hydraulic arts in order to rebuild a rear shock without literally destroying it in the process.

The new cartridge forks work great, but they're not much better for maintenance. Remember conventional forks? Dump out the old oil, dump in the new, then set it six and a half inches from the top of the tube, throw in the springs and go. I once replaced a sealing ring on a Husky damper rod in the middle of a trail ride, and it only took ten minutes. With upside-down cartridge forks we're lucky if we know which end to put the oil in. They do use oil, don't they?

Let's see, what other blessings do we have now...we've got liquid-cooled cylinders. They make it a lot easier to see all the mounting bolts, and you can actually remove the cylinder without a socket wrench, extensions, and most of your patience. But, you do have to drain the coolant, and it gets all over everything because nobody has developed a foolproof draining system, other than just removing hoses.

Once you get the coolant out, you're still not home free. We have exhaust valves on our bikes these days, which in the best of times means better horsepower output, but in practical matters means little links and hooks and cups and balls and things that go south in the night. Of course, you had to remove the gas tank to even get at the cylinder; it seems that you have to remove the gas tank to do practically anything any more—and if you have the wrong spark plug wrench, you'll probably have to remove the tank to get the plug out!

I'd mention disc brakes, but I'm suddenly starting to get really depressed.

I guess in some ways an old Penton or Husky can really look good. They're stone simple, relatively easy to work on, and riding is riding; it's just as much of a thrill on an old, slow bike as it is on one of the wonder bikes of the '90s. The one important thing they don't have is a foot of suspension travel and the security that comes from a great handling bike, and for that reason I'm not likely to dump my KTM or RMX any time soon. I may start sending them down to the Gulf station along with the van, though.



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Husqvarna

BYE BYE ZITTA

We bumped into Al Zitta, owner of Cycle Dynamics in Feeding Hills, Mass., at the Rhody National, and he told us to spread the word that he was selling his shop and moving out. What, no more "Be a Pal, Buy from Al?" No more S.G.M.? No more Mr. Fudgeball?

Well, no, not really. Zitta, former President of NETRA and very well known personality in New England, has sold his present shop and KTM franchise, Cycle Dynamics in Feeding Hills, Mass., to Rob Carareo, a long-time motorcycle shop owner and dirt enthusiast. Carareo and Zitta worked together for a month-long "training" period, and Al admits he passed along a lot of his secrets. "Rob is going to do really well with CD," said Zitta. "He's going to be able to carry on the Cycle Dynamics tradition of technical excellence with ease."

Zitta has purchased a new shop in Bernardston, Mass., and he's calling it "Aldo's Harley." It's a Harley Davidson, KTM, Arctic Cat, and Skidoo dealership, so he's ready to deal on sleds, hogs and Katooms. Look for him at 506 South Street in Bernardston, which is north of Greenfield and exit 28B of Route 91. The new phone is (413)648-9302.

HUSKY SMARTS

We found out one interesting thing about the new Huskys we tested a couple of months ago (1990 125 & 250 WXE, November '89). In the test we whined about Husky's choice of tires—they come stock with Pirelli ecology tires that are used (not by choice) in European enduro and ISDE competition. They're not the greatest tires to be flailing wildly into corners with, and we said so, but lately we've found one major positive feature about them: if you live in a state that inspects tires on trailbikes as a condition of registration, the eco tires are DOT legal. That means it's one less thing to have to pay for in order to register your bike. You may still have to buy knobbies, but at least you don't have to shell out good money for tires you'll rarely use.

PEDAL IN SUSPENSE

Offroad, those fine people from Woonsocket, Rhode Island, who brought you the Offroad fanny bag and an excellent line of mountain bikes are back in the news again. Each year they've been improving the line of Offroad all-terrain bicycles, and now they have a model that should send all of us mountain bike dabblers drooling. Called the Offroad Pro-Flex, this \$1500 top-of-the-line machine features a front

and rear suspension that, although it won't soak up three-foot whoopedos, will go a long way towards keeping you from rattling your fillings out on choppy trails.

The Pro-Flex uses one of Offroad's patented Flexstem handlebar stems along with a swingarm and elastomer bushing arrangement at the rear; the combination of the two give about an inch of travel at both ends, which we've all found need for at one time or the other. This is in a bike, remember, that tips the scales well below 28 pounds!

It sure is revolutionary, and the rest of their line looks great as well. We'll run photos and specs of the whole lineup in a future issue of *Trail Rider*.

HARE SCRAMBLES FINAL

The King Philip National Hare Scrambles went off without a hitch in November; it was hugely popular and successful in spite of cool winds and wet ground that caused a few mudholes here and there. There were maybe 700 riders in all drawn to the two day event, and motocrosser Keith Johnson was the overall winner for the weekend, while Kawasaki's Scott Plessinger finished second and won the AMA National Championship title. Plessinger beat Yamaha's Ed Lojak by about 15 seconds at the checkered flag, and won the series by one thin point. Look for complete coverage of the King Philip next month.

FLAMIN' BANQUET

The big upcoming events for the winter non-season are all the banquets, of course. The ECEA banquet is set for January 27th at the Sheraton Poste Inn in Cherry Hill, NJ, and Lindsay Pirie is trying to line up Flamin' Harry and his Band for the musical entertainment.

If you went to last year's Pine Barons enduro and saw the band on Saturday night, you know what kind of quality music we're talking about here. Oh yeah, and naturally there will be

awards, too....

The week before, Saturday night, January 20th, will be the NETRA awards banquet, happening at the Albany Marriot in Albany, New York once again. The Marriot has plenty of room, good food, and a rocking night club for after the feast. Plan to have a good time.

The Virginia Championship Hare Scrambles happens on January 13th, at the Fort Magruder Inn in Williamsburg, Virginia. Excellent food, great, friendly people, and a beautiful historic area to visit. We've never had a bad time at a VCHSS gathering.

WHO WON?

Bert Guerrette won the NETRA enduro championship once again, repeating his domination of series again on his KTM 250. He overtook, and then was shadowed by Kemp Stewart, who put on a mean charge on his Husky for the entire season. Bert didn't pay much attention to the hare scrambles series this year, so he's not going

NAMES AND ADDRESSES

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East Coast Enduro Association (ECEA)

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Columbus, NJ 08022
(609)298-5201

Virginia Championship Hare Scrambles Series (VCHSS)

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Pennsylvania Trail Riders Association (PATRA)

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Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series

(315)682-8017

to be a dual champion, but he didn't miss any college courses all season, which is probably a more valuable accomplishment.

Honda rider Scott Phelps topped the hare scrambles boys up north, stealing enough points to keep Rick Claxton and his Kawasaki at bay. NETRA enjoyed a really popular hare scrambles season this year, with record attendance at a number of events. As a matter of fact, they did well at all the enduros, too. New England is a great place to ride, and it seems that more and more people are either discovering it or remembering. Next season should be even better!

The ECEA series was once again mastered by Jack Lafferty Jr., riding a Yamaha YZ250WR for Millville Cycles. Jack was locked in a life-or-death struggle with KTM rider Ken Yankowski right up to the controversial finish, but Ken couldn't get a leg up on him. Yankowski finished second, and Rich Mollenkopf was third overall on his Yamaha.

Roland King topped the Virginia Championship



The Offroad Pro-Flex

RHODY WAS IT

The last National Enduro of the season was supposed to happen in Redding, California, on the 29th of October, but it was canceled due to enough snow on the hills to soften the trails to the "impassable" stage. It seems like Redding is always being canceled for being either too dry or too wet, which is odd to us since there are only those two conditions in California anyhow, and no happy medium.

Anyhow, that means the standings following the Rhode Island National are the final standings, and that is that. Randy Hawkins, of course, had the whole thing wrapped up, but Jeff Russell was looking for an opportunity in California to upset Hines out of second place, but now he'll have to wait for next year. What's everybody going to ride next year? Too early to tell, but rumor has it that Hawkins is wanting to ride a four-stroke in the nationals. We'll have to wait and see....

BRAINBOX SURGERY

Here's a truly useful service for all you KTM 250 riders. We saw an ad in the back of *Cycle News* advertising KTM "brainbox" surgery for Digital Control ignitions; so we called up and talked to George Tuma, the purveyor of the service. It seems he and his friends are all KTM riders, and shortly after the Digital Control made its debut in 1986 they began an involuntary collection of dead DCI ignition computers, also known as "brainboxes."

The failures were occasional but confounding; and when George and his friends had stacked up dead ignitions equal in value to a new motorcycle, George decided to take action. Being a computer engineering consultant who specializes in "reverse engineering" things, it was easy work for him to dissect one of the boxes and figure out what went wrong with it. Along the way he built a collection of test machines that allowed him to check every function of a DCI ignition, and he has now decided to go into business.

"By far," George told us, "The most common failure is simply parts vibrating off of the internal circuit board. We know how to remove the board,

replace the bad parts and re-solder the whole board, and then put it back in the case using a potting material that's much more reliable than stock. I also have a test rig that diagnoses any problems with the lower ignition coils and the top coil as well, so I tell customers to send the entire ignition, just to make sure I can fix the whole problem."

If you have a KTM with a dead DCI, this seems to be the way to go. George will check the whole thing out and make the repairs for \$99, and that's a ton less than the \$250 to \$300 you can pay for a new ignition. George is even thinking about offering a guarantee on his work, that's how much confidence he has. Sounds like a deal to us. Contact him at (408)866-9540, and tell him *Trail Rider* sent you.

VIDEO MAG

Here's another new product—a video magazine! We received a premier copy of *Let's Ride*, a motorcycling video tape that's put together just like a magazine. This first issue has a piece on the Peoria TT flattrack race, the activities at Bonneville Salt Flats during Speed Week, Steamboat Springs vintage motocross and road racing, and a video interview with Malcolm Smith. There's also a group of "magazine column" features, and all in all the whole thing is pretty slick. Well worth watching.

The single copy price of *Let's Ride* is \$19.95, and the subscription price is \$69.95 for six annual issues. They've got a number of interesting subjects planned for future issues, like the Milan motorcycle show and the Motocross des Nations, as well as interviews with Malcolm Forbes and Franco Acerbis. If you're a motorcycle video freak, this is a don't miss item. Call (800)874-3370 for details on subscribing.

LONG RIDE

On the off-chance that you're interested in signing up for the Acerbis Incas Rally this year, be prepared to cover some wild and different terrain. The latest word from Italy is that the 1990 version of the Incas Rally is going to start in Ica,

Peru, and finish up in Rio de Janeiro, Brazil. The time is set for around mid-August, which would make it pretty much the dead of winter there. Now get out the world atlas and figure it out...how many Holiday Inns are there between those two cities....

MORE SOUTHERN RIDING

Just when you thought it was safe to stay north of the border. Mexico Motorcycle Adventures, Inc., is a new outfit specializing in trail riding south of the border in mainland Mexico. They offer a fully supported 6-day trip to Horsetail Falls or Copper Canyon for \$649, with all sorts of fun things included. They prefer a 24 rider limit on their excursions, and are interested in taking mostly experienced "A" caliber trail riders for a serious ride. For more info call "Doc" Williams at (800)421-6784, and tell him you heard it here first.

HUSQVARNA SUPPORT

We tested Husqvarna's new bikes here in the November issue, and we thought they were pretty good machines. Now Husky has announced a new race support program that ought to make their bikes even more attractive. All you do is hammer out a deal with your dealer, order a bike, fill out a rider resume and send it all in to Husky, and if you're accepted they'll knock another \$400 off the invoice price of your new 1990 bike. Word around the industry is that practically everybody will be accepted, but you do have to buy the bike for racing; they're not really interested in signing up factory trail riders.

Also, details are slim, but there is talk about a new Husqvarna National Series, in which skilled Husky riders in different classes and districts are going to be rewarded in some significant way. They'll announce that in the future, but for now it sounds like Husky is seriously interested in "signing up" some new riders. See your Husky dealer for more details.



SIX DAYS IN PENNSYLVANIA

The U.S.A. is scheduled to host the International Six Day Enduro in the fall of 1994, and from the first hint of the impending American event there has been much speculation concerning the possible venue for this prestigious event. Michigan, Idaho, and Oklahoma all appear to have bids in for the U.S. ISDE, and now we would like to throw another hat in the ring.

A consortium of East Coast Enduro Association clubs is coming together to begin lobbying the AMA to sanction the event here in the

east. Although the effort is only two weeks old, as of this writing, a strong committee of enthusiasts is starting to form, currently being headed up by Drew Smith, a 12-time ISDE veteran, member in long-standing of the Ridge Riders Motorcycle Club, and very respected member of the riding community here in the ECEA. The principal members of the committee behind Drew are Lindsay Pirie, President of the Pine Barons Enduro Riders, Jamie Theurkauf, President of the Valley Forge Trail Riders, Bob Agonis, President of Central Jersey Competition Riders, Len Rehatchek of the High Mountain Dirt Riders,

Dale Freitas of Meteor Motorcycle Club, and Paul Clipper of *Trail Rider* magazine. This list is by no means complete, and more club members are getting behind the effort every day.

"We're tentatively planning on proposing this event to the state of Pennsylvania, and recommending the eastern Pocono mountains as a starting area," said Smith, early in November. "We already have an incredible amount of support from the clubs, and having a large group of people available for actual work is no problem. What we're working on now is lobbying the AMA for the sanction, surveying the actual area

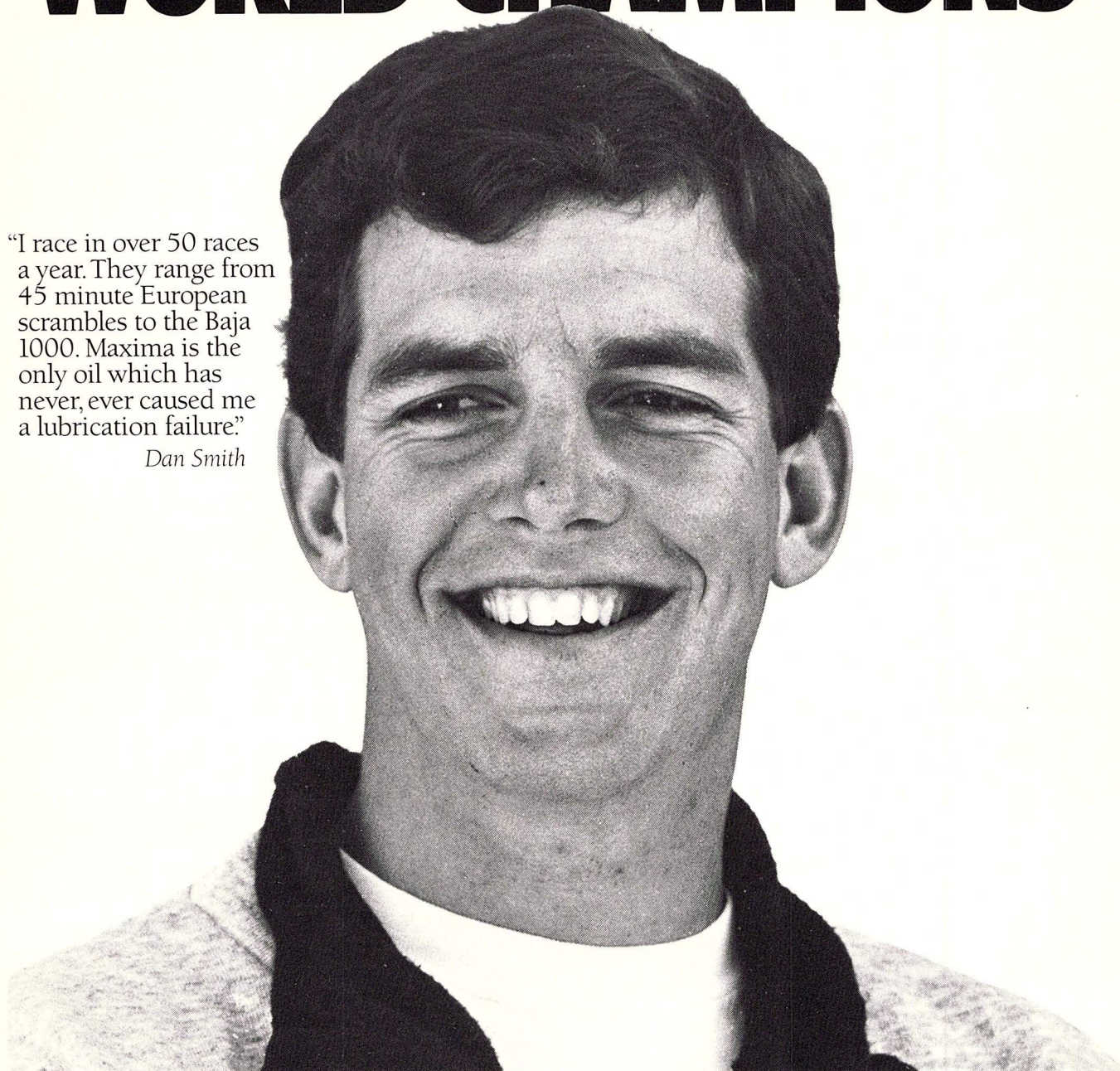
for logistical items like lodging and transportation, and looking for corporate and private sponsors."

Can we hold a successful ISDE event in eastern Pennsylvania? Certainly—we have the trails, the manpower, and good lodging and support potential in the tourist-oriented Pocono mountain area. Will we have the ISDE here? We will need the blessings of the AMA and the State of Pennsylvania, but we think that can be done as well. Anyone interested in helping out in this effort, or who may have a good lead for potential sponsorships, is urged to contact the above named people through this magazine.

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Dan Smith



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ECEA Round 10

GREENBRIAR ENDURO

Getting into a hot sweat in South Jersey

By Mary Funk, photos by Ron Turpin

Port Elizabeth, NJ

Once upon a time there were a bunch of guys who liked to abuse themselves. Every Sunday they would go out on their bikes and ride through the South Jersey Pines. This was back when the average bike weighed 270-300 pounds and the suspension consisted of dual shocks and nearly negative travel. The trail was tough, tight, and well...lets just say it was scary. You started out late and you stayed late the rest of the day (this was the time when resets were a figment of the imagination). If half of the riders that entered the run finished, the run was probably too easy. This was your average "old fashioned" run. This year the ECEA was blessed with the privilege to experience one of these "old fashioned runs," when the Tri-County Sportsmen put on their 20th Annual Greenbriar Enduro.

Some of the credit must go to Mother Nature, as she helped the Sportsmen out with 95 degree temperatures that, in most of the rider's opinions, peaked at 8:01 a.m. The heat did not let up all day, as the bank sign in Hamonton on the drive home read 89 degrees and 8:20 p.m.

The popular fashion trend at the starting line was the vented jersey and as little else within the safe riding standards. The first loop started with a nice ride through the state forest on some rather open dirt roads. But at 8.4 miles out, with the first check, the situation changed as the riders found themselves right in the middle of the Pines. The tight trail started and did not let up

until the gas available at 29.9. This was a tough section that took a few points, with the top rider dropping 3 and the second overall rider adding only 2 points to that score.

The second section started in the same way the first ended—tight, but not for long. The sportsmen threw in one of their annual sections that, for you history buffs, has a rather interesting story behind it. We are talking about "Tomlin Country." The riders were welcomed to this section with signs, streamers and a sharp drop into a valley right of the bat. Tomlin Country is a section where the trails wind through some old sand pit strips with no rhythm or direction. The arrows look like some one left them by mistake, but that's the beauty of it! "Donnie's Hills" as the section is also known, was the mastermind of former AA rider Donnie Tomlin.

The third and final loop began with a start control at 49.9 miles. This section had everything, off-camber riding, swamps, tight, fast trail, and even an encounter with a beehive at a spectator spot. By late afternoon the heat had really started to take its toll. The riders arrived at the last reset looking a little rough—okay, a lot rough—around the edges. As they updated their time keeping equipment, they realized they were only a few miles from the finish, but anything can happen in a few miles. The Sportsmen's sympathy finally shone through as the last section, according to a Tri-County source, was just a leisurely ride.

The results were as tight as the trail with only



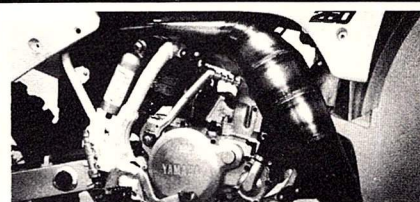
Chris Smith, who started last season as a B rider, was the overall winner of the Greenbrier '89.

seven seconds separating the top two riders. Chris Smith, riding for Montgomeryville Suzuki, found his card taking the top spot with 12 points, 363 seconds over Four Stroke "A" rider Bob Bennett, who dropped 12 points, 370 seconds. Chris said that today was the most fun he has had riding in a long time. He was also heard saying "The person who really deserves credit is Bob Bennett. Anyone who can get a four stroke to go that fast deserves to win a race!"

Veteran ISDE rider Drew Smith, finishing 8th overall, had this to say about his little brother's ride, "It would have made me happy if I could have won, but it makes me even more happy to

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Michael Collins Jr. was the top winner in the B class.

see Chris win."

The Hi Point B rider came from the 125 class, as Michael Collins, Jr. dropped 16 points for the honor. Mike was seen after the run with a big smile on his face saying, "This

is just what I love, I grew up in this area!"

Everyone had very good comments for the Sportsmen on their event. Many would have liked it a few degrees cooler, but that was out of the club's control. A-250 rider Mark Lambert gave the run a "Thumbs-up! No Blacktop!" Central Jersey's Scott Wolfersberger said, "I

can't believe you can find so much good trail out there. My kind of run." The C riders found the run to be much more of a challenge. Ed Theurkauf, riding in the C-250 class, said the resets got him caught up—no rest, but caught up. Well Ed, you've got a year to rest 'till the next one! Good job Tri-County.



Greenbriar Enduro Class Results			Super Senior		
Chris Smith	12		1. Wolfgang Kruse	48	
Bob Bennett	12		2. Dan Van Driel	50	
Michael Collins Jr.	16		3. Charles Stapleford	58	
Michael Moore	35		4. Len Rehatchek	82	
			5. William Wahl	89	
Grand Champion			C 200		
High Point A			1. Darren Elserod	36	
High Point B			2. Jeff Hunt	40	
High Point C			3. Charles Hand	48	
			4. Eric Pirie	49	
			5. Allen Tozer Jr.	50	
AA			C 250		
1. Ken Yankowski	13		1. John Old	36	
2. Jim Franks	13		2. Tim Thigpen	43	
3. Hank Stankiewicz	14		3. Kim Leary	43	
4. Drew Smith	15		4. Steve Mason	45	
5. John Rogers	16		5. Christopher Windsor	46	
Women			C Open		
1. Kathi Campbell	42		1. Bob Bennet	51	
2. N. Schlotterbeck	76		2. Arthur Willenbrock	71	
2. Dora Newman	318		3. Mark Semus	102	
			4. Tony Maladra	109	
			5. Tony Nidenback	120	
A 125			C Four Stroke		
1. Dave Tucker	20		1. Mike Paoli	61	
2. Rob Farber	21		2. Rodger Myers	98	
3. Perry Hodges	27		3. Jim Thompson	99	
4. Herman Walder	44		4. Don Testerman Jr.	113	
5. Steve Aretz	73		5. David Stella	227	
A 250			B 200		
1. Mark Lambert	14		1. Louie Oswald	23	
2. Dan May	14		2. Tim Steese	26	
3. Keith McIntyre	16		3. Albert Schawrz	30	
			4. Darren Early	31	
			5. Chuck Elston	34	
A Open			B 250		
1. Mike McHale	17		1. Ed Hamilton	19	
2. Dennis Zurawski Jr.	19		2. Bill Atkinson	19	
3. Al Buchholz	20		3. Brad Little	20	
4. Tony Recchia	20		4. Chris Nolan	20	
5. Len Rehatchek Jr.	20		5. Tom Steese	21	
A 200			B Open		
1. S. Wolfersberger	17		1. John Walaszek	24	
2. Mike Reszkowski	29		2. Lloyd Gottshall	30	
3. Bill Shamrock	31		3. Chris Garber	31	
4. Dave Shirey	35		4. Frank Lillo	34	
5. Jerry Lynn	36		5. Al Fulton	34	
A Four Stroke			B Four Stroke		
1. Steve Chapkovich	26		1. Glenn Gater	27	
2. John Cushing	28		2. Shawn Douthitt	45	
3. Mark Young	31		3. Keith Mason	47	
4. Russ Hancock	31		4. Dan King	53	
5. D.G. Kirkpatrick	56		5. Chris Cummings	71	
A Senior			B Senior		
1. Ed Toth	22		1. Denny Varnes	42	
2. Wick Wickline	31		2. Ronald Eder	52	
3. John Palumbo	34		3. Ken Ettinger	56	
4. Rich Trader	37		4. John Nagengast	86	
5. Tom Phillips	41		5. Peter Benedict	163	
B 125					
1. Ken Long	23				
2. Robert Sauer	28				
3. Mark Marcin	31				
4. Al Newbauer	32				

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SIDNEY'S WILD RIDE!

Did you hear about KTM's new 350 touring bike?

By Sidney Dickson, as told to Paul Clipper

St. Michaels, MD

We go through our lives enduring day-in and day-out sameness. You go to work, you come home, you go to work. Even when we take our recreation, we usually head out to the same old riding area, the same old trails, and most rides are basically forgettable. Occasionally we rip-off a good weekend of riding and spend the next few weeks daydreaming about it.

Why can't we do something different? We think along with those daydreams. Why can't we build new trails, find new areas. There's too many (whoopedos, rocks, mudholes, trees; whatever you don't like) around here. It's real easy to complain about being cooped up in one place, but every now and then somebody comes along to jolt us out of our little wire-wheel exercise cages and shows us that the only place we're cooped up is in the head.

Well, we've lately had our cages rattled by Sidney Dickson, veteran of last summer's Incas Rally. After coming back from Peru in June, he felt dissatisfied with returning to the routine around town, and was especially keen on spending more time on



Finally home, after 3000 miles of cross-country touring on a 350 KTM. Sidney has built himself the perfect street/trail bike.



Dickson and a riding partner atop Imogene Pass in Colorado. Sid says he'd rather ride a KTM on the freeway than a Gold Wing over Imogene!

a KTM, since he rode one for the first time overseas and decided he liked it. After about a month of hanging around home again, Sidney whipped together plans to buy a new 350, and he placed the order with a shop he trusted, one that took care of him with some gear items and plenty of advice before the Incas Rally: Malcolm Smith Motorcycles, in Riverside, California.

Okay, so they shipped him a bike, right? Not really. Sidney figured on taking delivery on it right there in Riverside, and riding it back to St. Michaels, just for fun. Impossible, you say? Why? He just paid for it in advance, got the paperwork and took it to Maryland DMV, got a tag for the bike, bought insurance, and flew out to California.

And before we blow the whole story here, we're going to switch over to the body of a long letter Sidney sent here after he was done, and you can read all about it first hand.

Dear Paul,

Find enclosed information on my recent ride from Riverside, California, to St. Michaels. As you know, I enjoy off-pavement riding, and while motorcycling in Peru I was greatly surprised and impressed by the high degree of reliability demonstrated by the several dozen KTM's that were there.

In my youth I motorcycled a great deal, got into the business, and then for no good reasons got out of motorcycling in 1972. After 15 years out of the sport, I can really understand the shock Rip Van Winkle must have felt upon waking. I saw brand names I'd never even heard of, and many of the old names I'd ridden were gone from the market and surviving models were considered antiques.

The machines had gotten specialized into a half-dozen different categories that I still don't understand. I read such drivel in motorcycle magazines about "cruisers" and "sportbikes", and how to go downtown or across country certain specialized models are necessary. Just as that was bullshit in my youth, it still is today. Yes, for racing you may need special equipment, but for anything else there are many truly flexible modern machines as never before.

When I started there were many road machines that were unreliable when it rained. Now, any motorcycle that won't motor through knee-deep water has no place in an enthusiast's garage—mine among them. I so enjoyed buzzing around Peru on the rental KTM that I thought it might be fun to get one of my own and do the occasional hare scrambles and enduro. I also do some riding off and on the road in connection with my tree moving company, and the KTM seemed suitable for that also. My job necessitates the occasional highway stretch. It seemed to me that there were various machines touted as "dual purpose", but most of them really aren't.

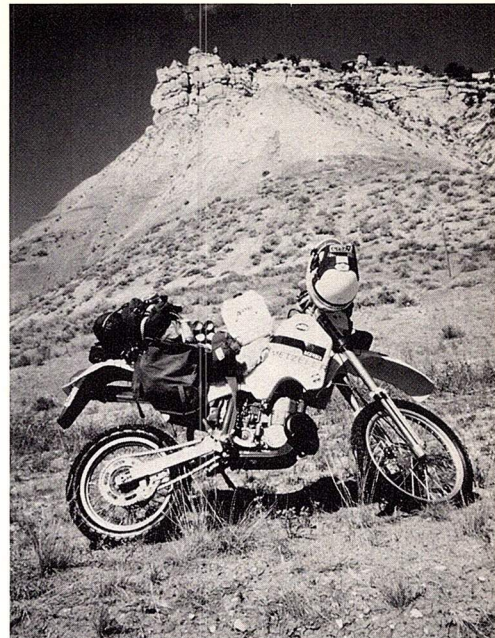
My trip coast-to-coast on the KTM demonstrated to me that the 350 Enduro is a truly multi-purpose machine. With a few simple changes—DOT-approved Metzeler Sahara tires and DOT-approved Acerbis lighting—the bike was registered for the road. I also bolted

on a larger tank, a 6-gallon Acerbis rally tank.

In that guise, the KTM carried me and my baggage across the country. From Riverside we followed, roughly, the Barstow-to-Vegas course across the desert and then up to Colorado. In rain and snow we crested Imogene Pass, 13,000 feet up between Telluride and Ouray on the dirt; which, as you know since Peru, shouldn't be considered high altitude anymore. From there, we went over Monarch Pass on the pavement, also in rain and snow.

To get out of the nasty weather I seemed to be stuck in, I made time on the interstate from Limon, Colorado, to Clarksburg, West Virginia. Then it was over the Appalachians on old Route 50—a narrow, winding, tar and

chip road evocative of the 1940's. From there it was a quick trip on the Washington, D.C., Beltway and over the Chesapeake Bay Bridge to home on the Eastern Shore, where, for a last fling, we went through the farm pond—almost



Parked along the trail in Utah. This was the last good weather Sidney found during the trip.

as deep as the headlight—before stripping the baggage and cleaning the machine.

In all that distance, the chain was adjusted once in Kansas City. Early in the trip I had some teething problems with the engine, and a minor seizure was cured by Malcolm Smith's mechanic Charlie Tisson, who went out of his way to make sure everything was just right. And after that first day everything was right, mechanically. The bike started promptly and ran strong the whole way;

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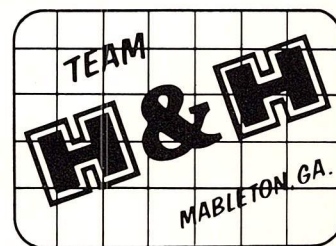
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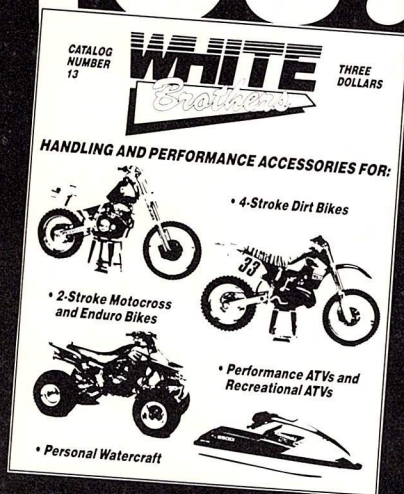


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Crossing the farm pond just for fun after arriving home.

the Metzellers are about half worn out now.

The trip took nine days in all, six of which I motored. I hid out one day because of bitter cold in Limon, Colorado. The TV said it was colder than the Arctic Coast of Alaska. Gunnison, Colorado, was the coldest place in the nation the day we passed through. The longest day of the trip was just under 650 miles from Salinas, Kansas, to Louisville, Kentucky. We burned 10.9 gallons of gas that day.

I don't know the mileage for the trip, because the odometer was stuck from the beginning. I didn't know at the time, but the cable was installed upside down. I reversed it at home and it works now, but it never cranked a tenth during the trip.

As for handling, on the road or off, I had no problems, although it rained most of the way and snowed at higher elevations. Light as the 350 is, the tractor-trailers didn't blow it around on the interstates. Maybe the ballast—250 pounds of me and almost 50 of baggage—stabilized the bike.

It had no trouble keeping up with traffic. The engine sprocket of 16 teeth, as large as will fit, did not sacrifice low-end performance as far as I was concerned, and the clutch was a dream. The police took special notice of the machine only once when I was stopped for an unplugged taillight. He looked the bike over and said "Motocross, eh?" We received no tickets and it was never suggested that the machine was anything but roadworthy. Actually, I love riding it on the road!

The moral of the story, the lesson I learned from all this is that present technology permits us to have equipment that is both off road raceworthy as well as durable for the road. No longer should the rider who loves trail riding and can only afford one bike have to make do with a heavy road bike modified for off-road use just so he can also ride on the road. The time has come where "dual purpose" bikes should be bred on the trail and then brought to DOT standards. It can be done, and the results are delightful, I'm here to tell you—all the way from California!

Since we all love disclaimers, let me remind you all here that licensing laws vary from state to state, and you should check with local dealers and your state's Department of Motor Vehicles before you attempt to turn your dirt bike into a road machine. Maryland happens to have very sensible laws governing two-wheeled transportation; and as this is being written Sidney is probably tooling down to the local grocery store on his 350 KTM. And he's probably whistling a tune, as well.



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ECEA Round 13

SANDY LANE

Quicksand, anyone?

Green Bank, NJ

Rumors were circulating about the run long before the '89 Sandy Lane became reality. First, since the club had elected Pat Hancock as the trail boss, a large group of chauvinists were calling it the "Candy Lane," convinced that a woman couldn't lay out an enduro. They were wrong—dead wrong—but that didn't stop the talk.

Next, everybody said it was going to be real easy, like a one-point run. Of course, to those of us in the know this was pure hogwash, since the Meteor Motorcycle Club couldn't put together an easy enduro under gunpoint. It's just not in their blood.

What they did wind up with was a very interesting mix of easy trails, maddeningly tight sections, and a whole lot of excess water, courtesy of a very soggy Mother Nature. Where last summer was a terrible drought, this year in South Jersey we never really saw summer weather. We never went more than two days without rain this year, and

quite a number of trails out in the Pines are eyeball-deep in moisture.

Well, the first loop of the Sandy Lane took in a few of these sand roads that normally have big puddles in them, only this time they had BIG puddles in them. Worse yet, they have sand bottoms. The trail crews pretty much agreed when they said "Stay right in the middle of the trail, and it's not even deep," but after a couple dozen riders go through the middle it turns into quicksand.

So, most of the late riders had a problem or two in the first section. The second section was mostly fun, fast trails and firecuts, with every now and then a puddle appearing that made you slow down and think. The third section was a killer. From the check-in to the final check out it was more than 13 miles long, and there was hardly a spot in the whole section where you could use third gear. Tight? Don't ask! Whoop-de-dos? Hah!

Losing 20 points in section three was not a terribly embarrassing score, and although the trail eased up after that, there were still a couple of points-taking sections. The last section, going into the finish,



Rich Mollenkopf was the High Point winner at the wet and wild Sandy Lane enduro.

was pure fun; just wide firecuts and relatively smooth trails, for some high-speed cooking into the final known control. When the clouds of sand settled, Rich Mollenkopf had taken the overall win. He probably didn't know it, but he was battling at the time with Drew Smith, who was having a trouble-free, fast ride;

but finishing up with 20 points didn't do it for Drew. Mollenkopf lost 18 over the whole course, an exceptionally good ride.

There was a log-jam of AA riders finishing with 21 points, and Hank Stankiewicz, Jim Franks, Kevin Bennett and Danny Nenstiel had to have their tied scores broken by

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emergency checks, and they finished the class in that order.

Sandy Lane Enduro		4. B. Shamrock	41	4. M. Paoli	83
Rich Mollenkopf	Yam 18	5. M. Rezkowski	43	5. S. Snyder	111
Grand Champion		A Four Stroke		B Senior	
Bob Bennett	Hon 22	1. J. Smith	28	1. R. Schoonmaker	42
High Point A		2. J. Cushing	37	2. R. Eder	60
Michael Collins Jr.	26	3. S. Chapkovich	84	3. J. Nagengast	61
High Point B		A Senior		4. M. Suriani	64
Dave Elseroad	49	1. E. Toth	30	5. J. Storck	67
High Point C		2. W. Wickline	36	Super Senior	
AA		3. J. Lafferty	36	1. C. Stapleford	36
1. D. Smith	Suz 20	4. T. Ebersole	38	2. D. Van Driel	47
2. H. Stankiewicz	Suz 21	5. G. Jost	40	3. W. Kruse	59
3. J. Franks	Hon 21	B 125		4. T. Rossi	76
4. K. Bennett	Hon 21	1. M. Lafferty	29	5. E. Baker	97
5. D. Nenstiel	Hon 21	2. K. Long	31	C 200	
Women		3. A. Neubauer	37	1. M. Fox	54
1. K. Cambell	Kaw 55	4. M. Marcin	37	2. B. Crimi	57
2. D. Newman	Kaw 162	5. D. Barlow	280	3. G. Parker Jr.	60
A 125		B 200		4. R. Gormly	64
1. S. Hodgson	27	1. S. Marando	38	5. M. Gregory	64
2. D. Tucker	Hon 24	2. A. Ellis	42	C 250	
3. H. Walder	49	3. K. Poemer	47	1. J. Hunt	57
4. P. Hodges	55	4. D. Waxmunki	53	2. T. Thigpen	57
5. D. Hiles Jr.	112	5. T. Reszkowski	56	3. E. Theurkauf	62
A 250		B 250		4. C. Windsor	88
1. K. McIntyre	24	1. C. Nolan	28	5. M. Jablonski	90
2. D. May	24	2. E. Hamilton	30	C Open	
3. M. Lambert	25	3. T. Rickey	32	1. R. Folger	51
4. J. Roeske	25	4. C. O'Brien	33	2. D. McCoy	56
5. C. Smith	26	5. R. Lafferty	34	3. G. Kania	57
A Open		B Open		4. R. Burnett	58
1. T. Recchia	25	1. M. Felegie	32	5. T. Maladra	60
2. K. Taylor	27	2. L. Gottshall	36	C Four Stroke	
3. K. Humphreys	29	3. J. Walaszek	37	1. F. Schalek	56
4. A. Buchholz	29	4. J. Walter	38	2. R. MacGregor	62
5. C. Tenney	58	5. J. Gilfillan	46	3. D. Testerman	76
A 200		B Four Stroke		4. J. Thompson	81
1. S. Wolfersberger	28	1. Doug Mason	41	5. J. Paoli	121
2. J. Rosenberg	30	2. D. King	42	Vintage	
3. J. Lynn	40	3. G. Gator	75	1. P. Clipper	Pen 75



Bob Bennett nabbed the High Point A award, riding his Honda four stroke.

Four-stroke rider Bob Bennett, from the South Jersey Enduro Riders, took the High Point A trophy; and with his score of 22 points, he humbled every other class but the AA class. How can he make that thumper go so fast? Mike Collins Jr.

was the top finisher in the B class, cooking along on his YZ125 and winning High Point with 26 points down, and Dave Elseroad just smoked the C class, dropping 49 points and becoming High Point C for the day.

The Meteor club actually checked riders into and out of every section, which, in recent years, has not been their style. Still, we think checking riders in is the best way to do it, and in this run it made for a fair and efficient way of picking a winner. If they could have broken that long, tight section up with a couple of checks they could have doubled everybody's score, practically, but there was no need.

It was odd to ride the Sandy Lane and not do it out of the Chatsworth fire house, but their new location at the Interboro Gun Club in Green Bank is a good one. Although the parking was really tight, the gun club provided a good room for the trophy presentation and sold all the food they had. A good day—a little wet for some—and a good ride. Good job, Meteor.



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AMA National Enduro Championship, Final Round

WRAPPED UP IN RHODY!

Hawkins wraps up the Championship at the Rhody Rover's best effort yet.

By Paul Clipper

Nooseneck Hill, RI

No matter what had happened before five o'clock Sunday morning, as we stood around groggily in front of the Nooseneck Hill fire station, the Rhody Rovers' 1989 Little Rhody National had turned into a "good news, bad news" situation. The good news was that the Rovers had busted their humps, under the direction of Trail Boss Bill Haas, and had put together 100 honest miles of trails and 50 miles of resets, and had wound up with probably the best enduro they were capable of producing, considering the terrain they have to work with. I even went out Saturday afternoon and watched them worry over section, hauling pallets into mud holes and hacking alternate trails around bad spots. They had it dialed, that's for sure.

The bad news was this: Even though Saturday had been a brilliant, beautiful, sunny fall day, with temperatures in the high 70's, it rained Saturday night. It started when we were a late dinner, and increased in intensity as we checked out some of the watering holes in downtown

NETRA Champion Bert Guerrette finished second overall, but he could have won it if he hadn't suffered a few dumb mechanical problems. Dumb? Yeah, his whole ignition fell off!



Providence. By the time we struggled back to bed it was pouring, and more than once during the night the sheer intensity of the rain beating on the roof of the house jolted me out of bed.

We all crawled out of the sack at four a.m., and turned on the cable weather. "Severe electrical storm warnings are out for the entire southern half of the state," the weather person said; we could barely hear her over the thunder. "The National Weather Service advises everyone to stay indoors until this storm passes." It had rained an inch and a half overnight, the street in front of the house was running like the muddy Mississippi, and massive lightning strikes were still blowing craters into the landscape every few seconds.

Oh well.

Do you think the Rhody Rovers will ever get a break?

DROWNED RATS

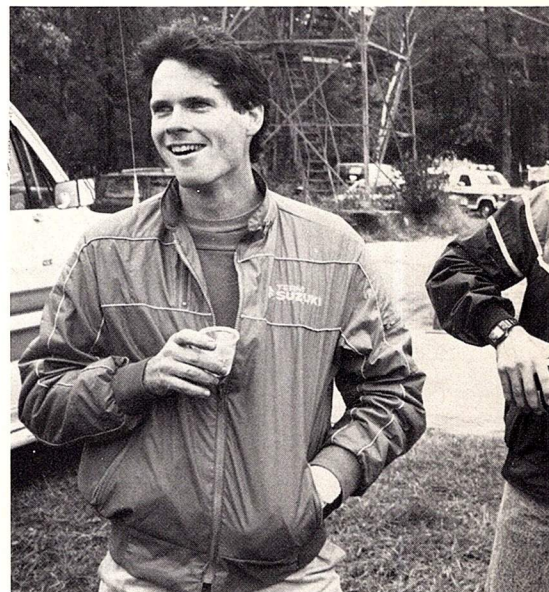
When the sky finally started to brighten to simply gray and dreary, it became obvious that the campers had an ugly time of it. Mashed tents and red-eyed campers littered the field. "We just about drowned, trapped in the tent when it collapsed last night!" said Denis Laliberte, wading through the wreckage of his camp. The motor homes and vans didn't get off easy either. "Man, the rain was hammering down so hard, there was no way you could sleep!" said Drew Smith, who drove straight through from the AMA Congress meeting the day before, and attempted to sleep in his van.

It was nasty. Without a doubt, more than a few riders who'd pre-entered on Saturday quietly ripped up their score cards and either spent the day spectating or headed home early. But actually, the course wasn't affected badly by the rain; and although bonehead rocks and slippery roots kept all the riders up on the pegs all day, it wasn't much worse than it would have been dry. That's just the way it is in that neck of the woods.

Anyhow, the big drama was this: Randy Hawkins was still one point away from numerically wrapping up the AMA National Enduro Championship. Kevin Hines still had a chance;

like Kevin had to win outright, while Randy finished no better than eleventh or something, in order for Kevin to still have a chance to win the series at the last event in California. It would be a hard row to hoe, but if a variety of circumstances meshed together, Randy could still lose it all with a bad performance in Rhode Island.

In the worst-case scenario, if Hawkins was to crash and break a leg—which is always



Dave Bertram and Randy Hawkins split a bottle of bubbly at the finish. This is Hawkins' second win.

possible in demanding terrain like Rhody—Hines could snatch it away big time with an overall win; and this was Hines' home ground. The interesting part to us, here at *Trail Rider*, is that we already had the Suzuki "win" ad that appeared on the back of last month's *TR*, and it would have been kind of useless if he lost.

None of this was destined to happen, however. Few people other than us knew what had been happening to Hines, and, in typical stoic fashion, he wasn't letting on that anything was wrong. But, he had flown directly from the ISDE in Germany to Japan, to compete in a two-day enduro there, and had only flown back from the Orient late Wednesday. He was suffering from the typical Japanese-traveler's jet lag when he got here, then got the flu on top of that; and we heard from reliable sources that he'd taken a couple of wild practice crashes on Friday and Saturday and had injured his back pretty badly.

Whatever the combination that was affecting him on Sunday, he simply did lousy. He tied Hawkins on the second check—the first points-taking check of the day—and then went downhill, burning two tricky checks (many of the fast guys

Kevin Hines showed up sick and injured, and couldn't make his last attack on Randy's title. He finished out of the points.

The guy with the real hard luck, though, was Jeff Russell, the Yamaha pilot from Chauncey, Ohio. Jeff matched Randy's score at the first two points-taking checks of the day, and actually beat him at the next two, and tied again at the last check before the tough third loop. Unfortunately, he burned both of the tricky checks, and went into the last section 25 points down to Hawkins' 23—when actually he should have been leading him 21—23. Nobody could beat Randy's 4-12 in the last section, but Russell came the closest with a 5—12.

Russell didn't finish second overall, though. Bert Guerrette, KTM's North-eastern Rep and NETRA Champion, took the second overall spot, and had his own heartbreaks along the way. Bert actually had Randy beat by two points going into the last section, and Bert didn't burn any checks, either. Heading for the last two checks Bert's odometer cable came undone, wrapped around his front hub, and pitched him over the bars, forcing him to stop and untangle everything before he could continue. This is after he struggled into the second gas stop with a bike that would barely run, because the screws holding his ignition

backing plate had backed off, and it took 10 minutes of frantic work with the help of Al Zitta and Rick Claxton to get it back together!

Fast Freddie Hoess, North Jersey's Kawasaki pilot, finished third overall, with 480 seconds to Russell's 548. They tied at 42 points, and fifth overall was Danny Nenstiel, a Honda rider who is getting faster and faster in the ECEA, especially in the rock runs. Danny dropped 43 points, the same as KTM's Alan Gravitt, but beat him by 32 seconds at the tiebreakers.

Joey Hopkins was next in line, coming up from North Augusta, South Carolina, and he also had a good ride going on his Kawasaki. He was almost as fast through the sections as Russell, but burnt checks got the better of him. Jack Lafferty Jr., ECEA's four-time



Dave Bertram showed up with a brace on his wrist and a worn-out bike, but he rode anyhow and enjoyed it.

Champion, didn't burn any checks, and was also tied with Hawkins after the first two loops, but the last section got to him and he wound up getting 46 points hammered out of him, only good for eighth overall.

Dave Bertram was next, and Dave wasn't even going to enter on Saturday. He had his hand in a brace and was looking forward to surgery on Tuesday to correct a problem with a displaced bone in his wrist. Also, his bike was in grim shape, since he loaned it to someone while he was away at the Six Days, and it took him and Hawkins' mechanic most of Saturday afternoon to get the swingarm to go up and down. Still, his 46-point score was good enough for ninth overall, and he claims to have had fun along the way.

KTM rider Ken Yankowski finish out the top ten. Yankowski suffered his own dramas when he got crossed up gassing it right off the start, hit a tree and did a hand stand before finally saving it and continuing. Somewhere in there

Little Rhody National Class Results		2. Keith Honda	KTM 65	2. John Cushing	Hon 80	5. Terry West	Kaw 82	5. Ken Ettinger	Hus 140
		3. Kerry Clark	Hon 70	3. Patrick Wolf	Hus 81	B Open		C 200	
Randy Hawkins	Suz 39	4. Brian Lohman	KTM 74	4. S. Chapkovich	Hon 104	1. Lloyd Gottshall	KTM 76	1. J. Constantino	Yam 47
Grand Champion		5. Bob White	Suz 78	5. Bob Dugan	Hon 107	2. Thomas Cassidy	KTM 97	2. Bob Crimi	Hon 49
Dave Niemiec	KTM 51	A 250		Women		3. Richard Oliver Jr.	Hus 99	3. Jonathan Yeaton	Kaw 55
High Point A		1. Jim Mitchell	Hon 53	1. Diane Pavoni	ATK ck.8	4. John Walter	KTM 105	4. Robert Gormley	62
Bill Atkinson	Yam 72	2. Rick Claxton	Kaw 54	2. S. Adams	Kaw ck.5A	5. Bob Young	KTM 139	5. Brian Holl	Kaw 75
High Point B		3. Mark Marszalek	Yam 63	Senior		B 125		C 250	
Paolo Landrini	KTM 39	4. S. Formanek Jr.	KTM 64	1. Allan Zitta	KTM 59	1. Mark Marcin	KTM 87	1. Andy Nichols	Hus 61
High Point C		5. Larry Pugarb	KTM 68	2. Ron Ryan	72	2. William Ainsworth	KTM 118	2. Ed Theurkauf	KTM 67
AA		A Open		3. Paul Guldemon	Hon 75	3. Robert Cornalll Jr.	Hon	3. Tim Thigpen	KTM 79
1. Jeff Russell	Yam 42	1. Russell Stearns	ATK 55	4. Gary Doerr	Kaw 79	Super Senior		4. Len Hooper	KTM 98
2. Allen Gravitt	KTM 43	2. Tony Recchia Jr.	Hus 58	5. Tom Ebersole	Kaw 79	1. Don Burnett	Yam 33	5. David Poisson	KTM 155
3. Joey Hopkins	Kaw 44	3. Alan Drane Jr.	KTM 62	B 200		2. Tom Farley	KTM 159	C Open	
4. Jack Lafferty Jr.	Yam 46	4. Cliff Tenney	ATK 64	1. Albert Schwarz	Kaw 93	131B Four Stroke		1. Scott Evans	KTM 46
5. Dave Bertram	Suz 48	5. Eugene Sweetser	C-A 65	2. Bob Poetzsch	Kaw 95	1. James Burns	Hon 91	2. Jimmy McCoy	KTM 50
A Expert		A 200		3. Chuck Elston	Kaw 104	2. Doug Mason	Hon 116	3. Marc Grossman	KTM 53
1. Bert Guerrette	KTM 41	1. Peter St. Pierre	Yam 64	4. S. Marando Jr.	Kaw 113	3. Dave Carlson	Hon ck.14	4. Nick Tsokalas	KTM 74
2. Fred Hoess	Kaw 42	2. Mike Rezkowski	Kaw 81	5. D. Waxmunki	Kaw 114	4. Tom Vella	Hon ck.14	5. John Warren Jr.	C-A 89
3. Dan Nenstiel	Hon 43	3. Kevin Howley	C-A 94	B 250		B Senior		C Four Stroke	
4. Ken Yankowski	KTM 49	4. Bob Agonis	C-A ck.10	1. Tom Rainville	Hon 73	1. Gary Pease	Kaw 107	1. Charles Fabian	Hon 62
5. Kemp Stewart	Hus 55	5. Dave Burnett	Yam ck.7	2. Neil Curry	KTM 77	2. John Campetti	KTM 107	2. Jim Thompson	Hon 102
A 125		A Four Stroke		3. Gary Circosta Jr.	Hus 79	3. R Schoonmaker	Kaw 109	3. Neil Hamilton	Yam 117
1. Dave Tucker	Hon 63	1. Robert Bennett	Hon 55	4. Bruce Cuddy	Hon 80	4. Ernie Mellor	KTM 120		

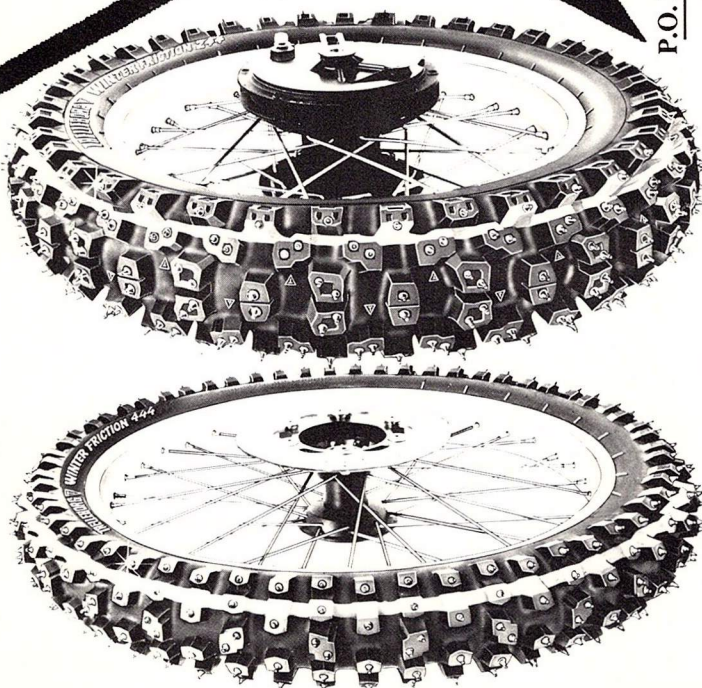
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he practically bit his tongue off though, and went through the rest of the ride with a swollen, bleeding piece of meat in his mouth. "Kind of takes the wind out of your sails," he mumbled afterwards.

GOOD SPECTATING

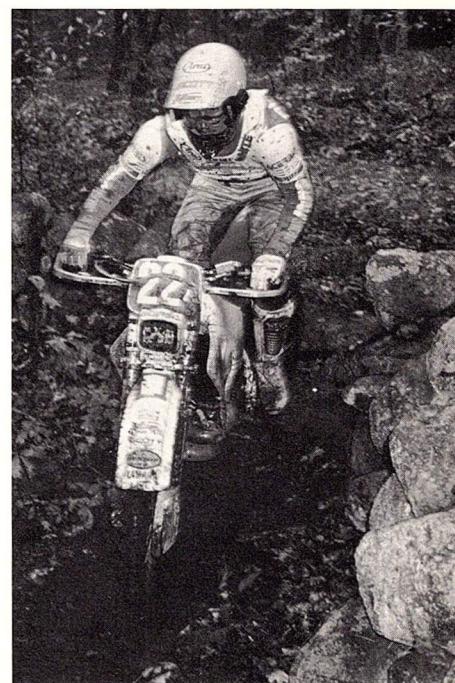
The Rhody folks had a great spectator sheet set up for this run, probably the best you can find in the east. If you were watching, all you had to do is follow the instructions and keep an eye on the time, and you could catch your rider at about eight different spots along the way, all of them impressive.

One of the best spots was the first gas stop, which happened at an abandoned ski area. The riders had to climb one of the slopes, then turn and go straight back down, through a mudhole, back up another slope, and then down a fourth one before heading back into the woods. There was also the infamous "Rock Garden" section, that I'm told has one line through it that's as smooth as a paved road, but as far as I can tell nobody's found it yet.

New this year was a section through a sand quarry, chock full of tight, blind turns and horsepower-robbing sand. Not a rock in sight, but a great place to work up a sweat!

Winning the High Point A trophy was Dave Niemiec, a New England KTM pilot who is Bert Guerrette's closest rival in the NETRA series. Pennsylvania rider Bill Atkinson won the High Point B award, and Paolo Landrini won the High Point C trophy, a repeat of his performance at the Speedsville National earlier in the year.

This win gave Randy Hawkins a mathematically-guaranteed championship win, with 261 points to Hines' 197, unofficially, and since the last race of the season, scheduled to be held in Redding, California, was called off due to snow



Jeff Russell got himself second AA, and was looking forward to California and a chance to move into second in the standings. California was cancelled, though, and Jeff finished the year in third.



ECEA Champion Jack Lafferty Jr. was hauling buns in the morning, and finished fifth AA.

and soft trails, that's it for the season. Jeff Russell had a chance to beat Hines into the number two spot for the year, but without the California run everything stands the way it is; and it looks like Hines in second, Russell in third, Kawasaki rider Kurt Hough in fourth (none of the Kawasaki riders made it to Rhody), Terry Cunningham in fifth, Bertram in sixth, Hopkins in seventh, Gravitt in eighth, Mike Toole in ninth, and Alan Randt in tenth.

It was quite a year, and a long fight, with a lot of lead-swapping going on in the beginning, so Randy was definitely pleased it was all over that afternoon in Rhode Island. He and Bertram produced a couple bottles of "the finest cheap champagne!" they could find, and polished them off with the help of Hopkins, Gravitt, Russell, and a few other nearby riders; and then they all packed up and headed for their own corners of the earth. "This was a great ride!" Randy said about the Rhody, "Definitely one of the best of the season!"

It took away a lot of points, and there wasn't anybody with an excess of energy afterwards, but Randy was right—it was a good ride. The Rhody guys really did a good job, and made up for all the grumbling after last year's run. See you at the Rhody National, 1990!

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Great Canadian Rides

LAKE ST. PETER

It's like the Corduroy with no pressure

by Bill Fitkowski

Lake St. Peter, Ontario

When old enduro riders in Canada and the east coast get together, the conversation usually comes around to the fabled Corduroy Enduro. Mostly the talk centers on the Peterson Trail with its Devil's Staircase, and in later years, the North and South Snowmobile Trails. These trails are legendary for making grown men weep and turning motorcycles into trash in a few short hours. On the first weekend in July, the Oshawa Competition Motorcycle Club gave everyone the opportunity to put the timekeeping equipment away and go into the Haliburton Highlands just to ride these and some other interesting trails without all of the pressures of racing.

The ride started from the Algonquin Lodge in Lake St. Peter, Ontario, on the south-eastern tip of Algonquin Provincial Park. For each of the two

days, the riders broke into three separate groups. For those who wished to race, there was a fast group led by some of the best enduro riders in Ontario. After the hard core racers left there were two more groups: the brisk group for a nice quick ride, and the casual group for those people who wanted to enjoy the scenery. On each day there was also a short loop and a long loop to follow, giving everyone six different options to choose from.



Paul Andratis makes a very rare mistake on a old bridge. It wasn't all survival, but some spots really required attention.

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The long loop ran around 160 kilometers (100 miles) and went to the west from the lodge along the Peterson Trail to the first gas stop. It then swung north to pick up the hydro line going up to Whitney. The Peterson this year has been fairly dry and the snowmobile clubs have been fixing up the trail after the big wind storm from the year before, which made for some really nice third and fourth gear riding. The Hydro Line was a little bit more difficult to ride due to dust, and the construction road having the odd large rock and culvert that can eat up the


unsuspecting rider who is not paying attention.

The serious rock riding began after Whitney with the North and South Snowmobile Trails. Both trails are fairly tight and have more than a few rocks. Discretionary use of the throttle was definitely warranted and for those who made it through the North Trail, the reward was a nice cool drink at the water spring along the access road leading into the south section. The south section not only had the rocks to contend with but also featured some long Corduroy log sections to get you over some of the muskeg.

Once the riders got to the end of the South Trail, there were a couple of very nice single tracks and then a short ride down the old railway bed that took you back to the lodge. The railway had one small wet section that had one very deep hole. I was chasing down Jason Kitchen at the time and was making some ground on him. Instead of paying attention to where my bike was going, I got locked onto watching for Kitchen to make another mistake. Of course, I rode straight into the hole and stuck the Husky in nose first. Somehow the back end did not come all the way over so it ended up looking like a very quick, though unintentional, stoppie.

The short course consisted of a loop that ran up to Whitney and back. The trip north was mostly hunt camp roads with some single track. Then after a rest stop in Whitney, we picked up the long loop course and ran the Snowmobile Trials again.

Saturday night's entertainment consisted of videos and a contest for the best bench racing story. The Oshawa Competition Motorcycle Club also arranged for some Sea-Doo's and Jet Skis for everyone to play with on the lake behind the lodge.

The OCMC group put together a great weekend and everyone enjoyed themselves tremendously. All that's required for you to be a part of the fun is an enduro legal bike licensed for the road, a Canadian Motorcycle Association membership, and have the time and a little bit of money to get out and enjoy yourself. 



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International Six Day Enduro

HOLIDAY IN DEUTSCHLAND

West Germany hosts the easiest Six Days in not so recent history

With help from Laraine Diaz, Steve Read, and Dr. Carsten Hansen; photos by Diaz and Read.

Walldurn, West Germany

In 1989, the United States entered its largest contingent of entries yet for the West German ISDE, and...well, there isn't much to talk about. The West German event was set up as an extremely easy trailride through the countryside, punctuated by flat, rather featureless motocross special tests that were exactly what the European competitors were ready for.



A very small sampling of the American support crew and team.



Stephane Peterhansel took control early on, and won the overall for the second year in a row.

Cheating? No. Setting up the home-team advantage? No. The West German Trophy Team did no better than third in the competition. Word from the event was that the organizers were hobbled by environmental groups and land-use hassles, and were unable to put together a more challenging course. Which brings up one good question: If the organizers, and presumably the FIM, knew that the ISDE wasn't going to be a decent test of enduro rider's skills, why wasn't the event sanction pulled and taken to a more desirable location?

Ah well, at least a huge number of riders finally got that ISDE gold medal they'd been waiting for. The American team consisted of 47 riders; 46 started after Tom Ehmke broke his leg before the start and had to sit it out, and 46 fin-

ished—which is probably a first for us in ISDE competition, and testimony to how easy the event was. Americans won 23 gold medals, 20 silver medals, and three bronze medals.

In the prestigious team competitions, the U.S. team fared about par, unfortunately. The six man World Trophy team consisted of Dave Bertram on a 253cc Suzuki RMX, Terry Cunningham on a 125 Kawasaki, Jeff Fredette on a 125 Kaw, Kurt Hough on a 250 Kaw, Larry Roeseler on an 80cc Kaw, and Jeff Russell on a Yamaha 250. Terry Cunningham had the unfortunate luck to break his foot on day three, but continued to ride each day. It affected his score each day, but he was logging the same basic quantity of points as the rest of the team members, and the team finished sixth in the competition.

In the Junior Trophy competition, a four man team, the U.S. had Aaron Hough on a 125 Kawasaki, Fred Hoess on a 285cc Kawasaki,

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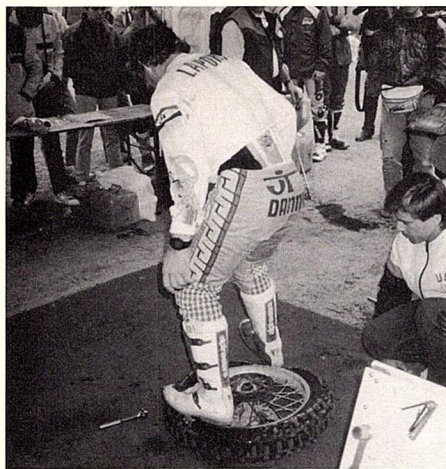
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Danny LaPorte got the top American finish, but lost a few positions with slow tire changes.

Randy Hawkins on a Suzuki RMX 250, and Todd Harris on a Honda XR250. Harris had severe problems on day one when his clutch self-destructed, and he lost 15 minutes replacing it, putting the team in last place on that day; they finally finished up in seventh by the final tally.

Italy ultimately won the World Trophy. The French team came out strong on day one, and looked like a shoo-in for the team win, but one of their riders was caught riding an un-marked bike on day two, which disqualified him and

knocked the team out of the running for good. Finland won the Junior Trophy, after starting out third on the first day and battling all week with the French and the West Germans. The French team finished in third, even though one of the members of the team was Laurent Charbonnel, a first-rate four-stroke rider piloting a Husky 350 four stroke. Charbonnel won the 350 four-stroke class overall *every day*, accumulating zero evaluation points (number of points away from the top finisher in the class; the method by which all of the teams are scored) for each day of the Six Days. This doesn't happen very often; Charbonnel had an excellent ride!

In second place in the 350 four-stroke class, and netting the top American class placing was Jimmy Lewis, a California enduro rider competing on an XR's Only Honda XR280. Lewis was basically smokin', and he finished the week just 126.31 seconds off the pace of Charbonnel.

The other top American class finisher was perennial desert racing star Larry Roeseler, who went the other direction looking for low evaluation points, and rode an 80cc machine (trying to get low evaluation points in the high-turnout 250cc and 500cc two-stroke classes is very difficult—there's some mean European competition). Unfortunately, the people who win the 80 class each year are somewhat beyond human (you'd have to be to ride an 80!), and Larry bounced between second and third all week, finally finishing third. Still, he was only 56.12



Kevin Hines rode a four-stroke KTM on the top finishing Los Altos Dirt Bikers club team.

seconds off the winner's pace, and that ain't bad.

The best American score in overall points for the event went to Danny LaPorte, who rode a Kawasaki in the 500cc class. This being his first Six Days, he had a few problems, most notably with tire changes. One rear tire took him 19

64th International Six Day Enduro World Trophy/Standings by days

Position	1	2	3	4	5	6 (day)
1.	France 41.92	Italy 116.07	Italy 204.57	Italy 268.45	Italy 290.99	Italy 469.51
2.	Italy 54.94	Sweden 155.27	Sweden 287.72	Sweden 381.12	Sweden 471.82	Sweden 805.82
3.	Sweden 87.60	W. Germany 243.67	W. Germany 419.14	W. German 631.39	Czecho. 832.74	W. Germany 1163.40
4.	W. Germany 121.80	E. Germany 284.87	Czecho. 527.03	Czecho. 693.93	W. Germany 850.93	Czecho. 1165.08
5.	U.S.A. 162.87	Czecho. 321.90	E. Germany 543.96	E. Germany 761.25	E. Germany 974.40	E. Germany 1308.34
6.	E. Germany 187.28	U.S.A. 343.88	U.S.A. 745.25	U.S.A. 1088.86	U.S.A. 1446.69	U.S.A. 1771.14
7.	Czecho. 213.68	Great Britain 476.63	Great Britain 915.06	Great Britain 1273.31	Great Britain 1619.88	Great Britain 1992.75
8.	Great Britain 244.98	Poland 564.58	Netherlands 1034.22	Netherlands 1338.79	Netherlands 1650.66	Netherlands 2034.61
9.	Netherlands 302.32	Netherlands 637.81	Finland 1173.58	Finland 1626.52	Finland 2058.43	Finland 2584.86
10.	Poland 304.36	Finland 684.64	Austria 1554.86	Austria 2093.68	Austria 2735.77	Austria 3153.40

Junior Trophy/Standings by days

1.	W. Germany 61.81	W. Germany 143.44	W. Germany 324.86	Finland 580.82	Finland 711.32	Finland 921.20
2.	France 118.23	France 205.07	France 409.47	France 588.25	W. Germany 763.68	W. Germany 953.40
3.	Finland 129.30	Finland 225.04	Finland 439.40	W. Germany 652.06	France 779.48	France 1025.99
4.	Italy 149.16	E. Germany 292.07	E. Germany 540.02	Italy 770.14	E. Germany 1106.01	E. Germany 1365.57
5.	E. Germany 171.27	Czecho. 369.24	Italy 621.30	E. Germany 772.27	Czecho. 1377.73	Czecho. 1654.61
6.	Czecho. 204.93	Sweden 373.55	Sweden 701.86	Czecho. 973.58	Sweden 1399.11	Sweden 1673.63
7.	Sweden 208.20	Italy 381.92	Czecho. 719.60	Sweden 1139.36	Poland 1739.31	U.S.A. 2047.79
8.	Poland 221.36	Poland 453.58	Poland 976.90	Poland 1338.30	U.S.A. 1835.77	Poland 2094.05
9.	Great Britain 254.49	Great Britain 512.60	Netherlands 1153.30	Netherlands 1544.05	Netherlands 1959.56	Netherlands 2283.72
10.	Spain 299.61	Netherlands 572.68	Great Britain 1245.76	U.S.A. 1643.06	Mexico 2326.03	Mexico 2746.75




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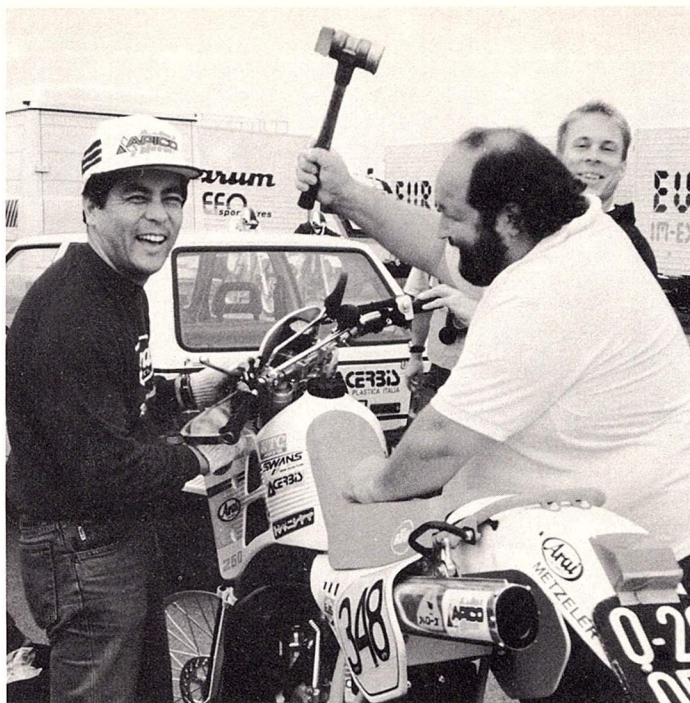
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minutes to change, and a decision to change a front tire before the final moto cost him dearly when a pinched tube left him with a flat front, and crashes forced him into a mid-pack finish. Still, he finished 11th in the 500cc class, and was favorably impressed with ISDE competition, and will probably ride again. He was also a great hit with the European crowds, who seem to remember that LaPorte was a World MX Champion a little more enthusiastically than the average American crowd.

The best U.S. club finish went to the Los Altos Dirt Bikers, a three-man team consisting of Charles Halcomb (250cc class, Suzuki RMX), Kevin Hines (500cc Four-Stroke class, KTM 600), and Fritz Kadlec (500cc class, Yamaha). That moolie Halcomb (and I promised myself that I'd never use the word "moolie" in this magazine, but there's no other word that describes Halcomb quite as well) had the best finish, pulling out 18th place in the 250 class, just three places behind Kurt Hough. Hines finished 20th in his class, while Kadlec only managed 32nd spot in the 500s. The team won a trophy for their efforts; word has it they're going to cut it into three equal pieces and share it.



The Czar of Motocross Bevo Forte attempts to adjust Toshi Nishyama's attitude before impound. Toshi was the sole Japanese entry.

West Germany saw a woman enter the Six Days for the first time in 24 years. Katrina Price rode a KDX200 in one of the Welsh club teams, and finished with a silver medal. The last time a

woman rode the Six Days was in 1965 at the Isle of Man, her name was Mary Driver, and she didn't finish the British event. Ms. Price came out 144th in the 250 class, and may be the first woman in history to finish the ISDE. Also, my friend Helmut Clasen from Canada was the oldest entrant in the event, at 54 years, and he said it was "very, very boring." Helmut had enough time to change his whole top end on a 350 KTM (37 minutes, total) without houring out, and finished with a bronze medal.

Stephane Peterhansel won the overall for the second year in a row, riding a Yamaha 360 in the 500cc class. The French rider would have probably led his Trophy team to the overall victory as well, if they didn't have so much trouble staying on their own bikes. Don't start pointing fingers and calling them "cheats" either, until you go over and help out our team one year. Grant Palanske, a club rider from California, destroyed the top end on his Yamaha on one day, and miraculously "found" the parts to make repairs out in the middle of the woods. A chase rider was helping him fix the bike when a marshal came up, and Grant said to the marshal "There must



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Larry Roeseler finished third in the frantic 80cc class. After six days of buzzing an 80, he came back and won Baja on a KX500 motocrosser. Must have been a big relief!

be a God in heaven, because it's raining pistons and cylinders out here!" The marshal laughed long and loud, Grant wasn't penalized, and there was even a press release on the "miraculous rain storm" later that night!

There was the usual fog of controversy surrounding the American effort; some grumbling about the AMA's choice for the teams, and a few

complaints about the way most of the support goes to the Trophy and Junior Trophy team riders (especially the Kawasaki boys, since Kawasaki had the major U.S. support effort). To that, I have two suggestions: next year, just qualify and support the BEST riders for a Trophy and Junior Trophy effort (10 riders, rather than nearly 50 to support), and train them as a *team*. "You didn't get any feeling of an American team effort there," one American support person told us. "It was just the same guys out racing each other again."

And two, become clairvoyant, and pick the best riders before we go. And

don't expect miracles. If you take the best scoring riders from this event, and create a six-man Trophy team (Larry Roeseler, Aaron Hough, Kurt Hough, Charles Halcomb, Danny LaPorte,

Jimmy Lewis), they would have fared better, but they still would have finished only third (total evaluation points: 1110.36). But, if you swap Jimmy Lewis for Todd Harris on the Junior Trophy team, and leave everybody else the same, the Junior Trophy team would have won—going away (total evaluation points: 915.55).

It takes luck as well as skill, though; and we need mean, nasty terrain to prove the skill of our riders. In two years, the ISDE moves once again to Czechoslovakia. If we're ever going to have a chance to win, it will be in the no-compromise terrain of the Czech countryside. And we should start getting ready for it now.



American Medal Wins Gold

Larry Roeseler
Taz Harvey
Aaron Hough
Terry Cunningham
Jeff Fredette
Kelby Pepper
Kurt Hough
Charles Halcomb
Randy Hawkins
Fred Hoess
Jeff Russell
Jim Lyngar
Dan Richardson
Danny LaPorte

Dave Bertram
Fritz Kadlec
Greg Surdyke
Jimmy Lewis
Dwight Rudder
Brian Mull
Scott Summers
David Rhodes
Kevin Hines

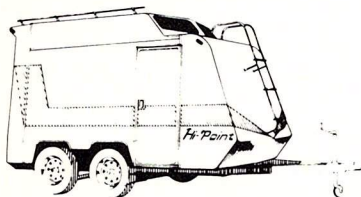
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VCHSS Round Three

RATTLESNAKE!

Getting there, as usual, is more than half the adventure!

By Tom C.A.T. Conaway

Rural Retreat, VA

Editor's note: After a summer-long gap in his tape, Tom Conaway is back at the Virginia desk and ready to do battle with the Virginia Championship Hare Scrambles Series once again. Sharp-eyed readers will note that this event happened way back in the spring, but since we've had nothing from Tom since then we're just going to pretend that it's fresh news. Fair enough?

Hoping for an early start, I called Dave Clark Friday morning and told him I'd be ready to go in an hour. He said he had to work tonight, and he would pick me up in the morning. Well, Dave's almost always late, so I called him at 6:00 the next morning and told him we were already late. That woke him up real quick. After hanging up, I dragged all my riding muck out to the driveway, I laid down for a nap and asked Linda to wake me when he showed up. He was there in 15 minutes; proving that you can't count on anyone these days. A big breakfast had already been prepared so I would have something to do while I waited for Dave's arrival, but, I never got the chance to stuff said meal down my throat. Dave was in a hurry. Well, off we went; two bikes

in the truck, gear packed where ever it would fit, some, where it wouldn't fit and some in a nice little pop-up Dave had bought for a song. We got onto the freeway and settled in for a long cruise to Rural Retreat.

I'm not even going to mention the trial we went through trying to find the place on a map that I couldn't understand, much less unfold. Suffice it to say, it was an experience I have been through all too often. It's a good thing Dave had been to Stuarts Draft before, since we have to go right past the place. He was able to get us that far, and then we stopped long enough for him to show me how to use a map like a roll chart. Why the state of VA won't produce a map like Jart Charts does, I'll never figure.

We did finally make it to the race site only to find a pad lock on the main entrance. We got back on the highway to find a rest stop with a pay phone so as to call the number on the flier. I woke some poor woman up at 11:15 just to ask her if I was really as lost as I thought I was. You see, the main gate to the Wytheville Raceway had no identifying signs anywhere to be seen, although it did look right as far as the inset map on the flier was concerned. I guess anyone too stupid to find a race track as big as this place just isn't needed there to begin with. Any how, this angel of mercy told me that we had indeed found the right place, and it would have been left open for those who would like to camp out before the race, but some security conscious individual had probably locked the gate by mistake. She told us where we could find a camp ground on the other side of the highway and after thanking her we got lost trying to find that. We did find it though it took longer than it would have if Dave had talked to the nice lady, I only wish I had asked her what her name was. I would really have liked to thank her for the help she gave us on these pages, but I guess it's just as well that I don't know; I probably would call her every time I got lost, no matter where.

Sunday morning we got to the race way too early to do anything except mourn the fact that I had forgotten to bring any coffee along, as usually happens. That notwithstanding, we still managed to get ready for the race early enough to turn an



VCHSS '88 Champion Roland King topped the field at the Rattlesnake hare scrambles.

attentive ear towards our host Fred Brown, Promoter extraordinaire; as he gave one of the most enjoyable rider's meeting speeches it has ever been my honor to hear. Fred is a hell of a nice guy, and he even managed to insert a few helpful hints to boot. Once that was done, all the riders left to prepare for the start and I left to find a good vantage point for a few snapshots.

The starting line was on the stock-car track. The riders were to begin from a dismounted position, with their engines in the non-running mode. When the flag dropped, they jumped onto their respective bikes and flailed away at the kick starters. This does separate the pack some as well as proves who among them takes P.M. seriously. The dust flew as they vied for the holeshot and blasted up the embankment and into the woods. The AA class was first off the line, and was led by Roland King. Mr. King rode so fast in fact that he messed up his chances of a AA trophy by having the best time of the day. That earned him the overall win.

Jeff Blankenship was the AA class winner followed by Dwain Miller for third.

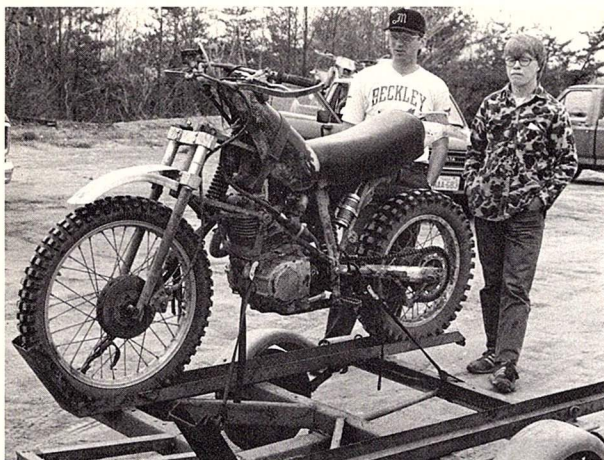
The 125 class was had by Brian Hess. We'll have to call him "Fly'n Brian." He was going so fast, he must have left his brakes at home. John Reynolds took the number two spot in that class. Then the 200 Class was aced by Chris Shortridge with Monty Harley finishing second.

Mark Allman was first in the 250's and Rick Franklin was just behind him. This seemed like a deuce and a half type course to me, and these guys were out to prove it to.

When the Open class riders were done tortur-



The course started on a stock car track, but went straight into the woods we all love so much!



The woods are full of mysterious things in Virginia.

ing the environment, Eddie Armentrout was out in the lead, with Marty Hensley filling in the second place slot.

Next up was the 4 stroke class led by Barry Crane. Barry was just fast enough to keep Ollie McKagen in the second place spot.

Robert Cox was the first Senior class rider to cross the line, and next over was Graham Kenan.

For Dave Albert, the Super Senior trophy would find a warm home on his mantel over the fire if he has one. I don't know if he does, but he can put it anywhere he wants; cause he won it. Sonny Wood hit a tree so hard that day, that the poor thing is probably still picking skin out of it's teeth. I know that Sonny was still picking bark out of

his --- when he was handed the second place trophy in his class.

The Mini class went to Charlie Lewis while Wesley Moran came in for second place ahead of young Daniel Morrison. I listed three places here because Danny's mom would make me buy all the left over raffle tickets if I didn't.

Last to leave the starting line was the Trial Rider class. If I could ride at all and expect to finish at least one lap, these are the guys I would ride with. At least these fellows wouldn't laugh at me too loudly. One guy who won't be riding with this class anymore is Rusty Epper-

son. Rusty took top honors for the day and in doing so has gotten himself kicked up to the next class of his engine displacement. The next Trail Rider to cross the line was Pat Phillippi. Pat, if we meet at the next race, you really must tell me how you pronounce your name. I sure would hate to embarrass myself if I were to call you something you couldn't recognize. Anyway, nice riding men.

In order to wrap this up, let me say thanks to Fred Brown for a fine event as well as a really fun trail to ride. It wasn't too easy a course, and it wasn't too hard either. I never even got stuck, although I did miss a turn or three: but then I can't seem to follow arrows any better that I can read a map.

Hope to see all of you at the next event, and please, drop us a line at Trail Rider Magazine; we'd love to hear from you.



**VCHSS Rattlesnake
Hare Scrambles**
Roland King
Overall Winner
AA

1. Jeff Blankenship
2. Dwain Miller
3. Carey Stump
4. R.J. Faddis
5. Tommy Houston

Four Stroke

1. Barry Crane
2. Ollie McKagen
3. Rick Hill
4. Ben LaRue
5. Mac Price

Super Senior

1. Dave Albert
2. Sonny Wood
3. Stan Norris
4. Frank Phillippi
5. Stan Littleford

Senior

1. Robert Cox
2. Graham Kenan
3. James Houston
4. Jerry Goode
5. R.E. Wick

200cc

1. Chris Shortridge
2. Monty Harley
3. Cubby Bare

4. James Hicks
5. Ron Cantly

250cc

1. Mark Allman
2. Rick Franklin
3. Darrell Harley
4. Carl Johnson
5. Darrel Davenport

Open

1. Eddie Armentrout
2. Marty Hensley
3. James Fuller
4. Jeff Mitchell
5. Phillip Doyle

125cc

1. Brian Hess

2. John Reynolds
3. Chuck King
4. Jason Freed

Trail Rider

1. Rusty Epperson
2. Pat Phillippi
3. Jim Lambui
4. David Owens
5. Terry Pippen

Mini

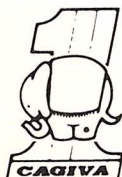
1. Charley Lewis
2. Wesley Moran
3. Daniel Morrison
4. Trey Phillippi
5. Willie Wick



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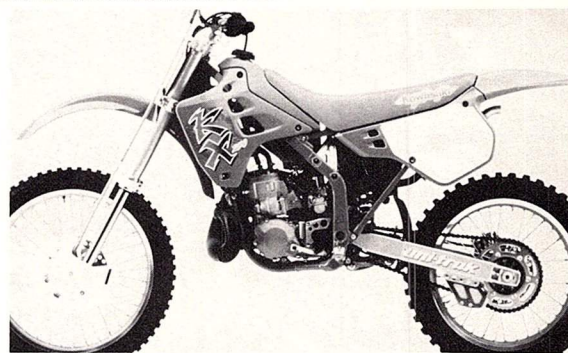


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MORE JOLT FOR THE RMX250

Break-in time and tuning make the RMX a wild ride

By the Trail Rider staff

The last time we wrote about the Suzuki RMX we told you how to unplug all the slow parts for closed-course hare scrambles racing (*Trail Rider*, October '89). Since then we've just put time on the bike and made another few small adjustments, and you might be interested in some of them if you own or are thinking of owning an RMX.

REMOVE THE POTATO

Once the RMX gets about 500 miles on it, it really loosens up and starts running well. We were pretty pleased with the bike, but then, in a conversation with Charles Halcomb at Suzuki, it came out that we were still using the stock exhaust pipe. "Oh, you don't want to use that," Halcomb said to our innocent ear, "The bike won't even run with that pipe!"

Now Charles wouldn't say anything to dispar-

age Suzuki's fine products, after all he works for them, but he was talking to us as a racer. And, as far as racers go, that double-walled stock pipe is restrictive as well as heavy. So he offered to send out a pipe for it. Okay, we were expecting a stock RM pipe or something like that, but when it arrives we find he's shipped out a Pro Circuit pipe.

Fine and dandy, we'll put it on. First we spray-painted it black, since we're all getting sick of mud-brown half-rusted exhaust pipes, and then we put the RM muffler back on. The RM muffler is one of the least-restrictive silencers you can use on the RMX, but it isn't made to fit on that frame. It *doesn't* fit well, but it goes on and seems to stay on. We're using it with a Cobra Sparky, and we should probably just get a Hushpuppy for it.

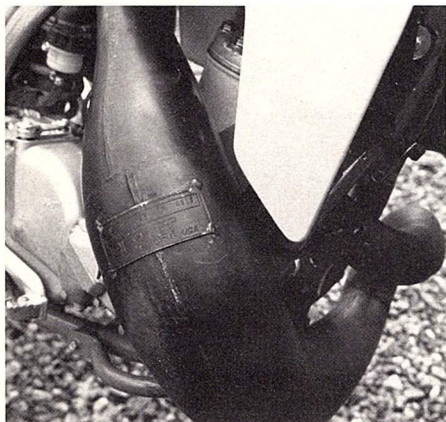
Along with the pipe we swapped the carb needle for a special needle out of the RM that Halcomb sent along; installed in the standard middle position. Within the first few miles we noticed a major difference in the RMX's attitude.

No longer was the powerband flat in the mid-range. Now when you crack the throttle open the RMX stands up, honks like a bee-stung Canadian goose and rips into the woods like a crashing F-14. The bottom end and midrange power delivery is so hard and abrupt that lately we've had serious doubts about whether it was healthy to ride it like this.

We have a Halcomb-ized bike, from what I've been told. It is ungodly fast, brutally torquey, and has as much manners as a drunk ape in the dining car of the Orient Express. Sort of like Halcomb himself. Now all we have to do is go backwards a bit and get it back to the point where an old man will enjoy riding it again!

THAT SPRING THING

The front suspension felt a little harsh to us, right at the top. Halcomb offered a good cure: take a propane torch and heat up the last one and one-half coils of the fork springs, and then collapse the coils with a pair of pliers, making the springs about five millimeters shorter. Doing so actually increases the rate of the springs frac-



Pro Circuit's pipe makes wild low-end power.



Charles Halcomb doing what he does best.



Spring on left has been heated and collapsed.

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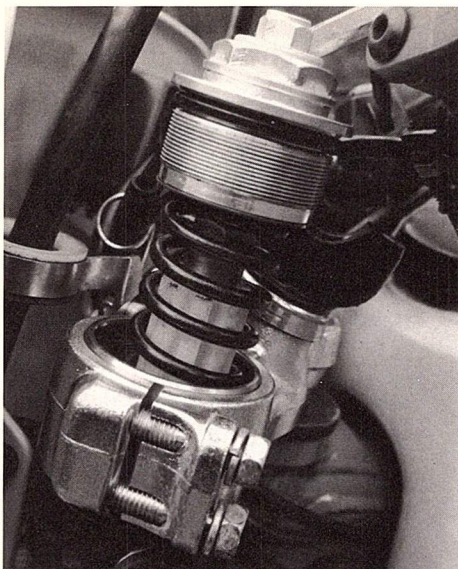
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Preload Progressive springs between the top of the spring and the inside of the fork cap.

tionally, but it also reduces the preload, which is what you want (about 5mm preload, max.).

The shortened springs really help smooth out the ride on fast woods trails, where you'll smack into rocks and roots at speed now and then, and it also helps the ride at slow speeds.

If you want to really smooth out the forks for low speed survival in New England rocks, install a set of the progressive springs that Progressive Suspension sells for the RMX. These springs make the fork travel so squishy soft at the top that you probably won't feel half the rocks you

ride over. Dave Bertram and Randy Hawkins use these springs, so you know they must be good. A tip from Dave: find something you can use for a preload spacer at the top of the spring, and add about 5mm of preload to the Progressive springs. Dave claims this gives you the best compromise between soft initial travel and high-speed needs.

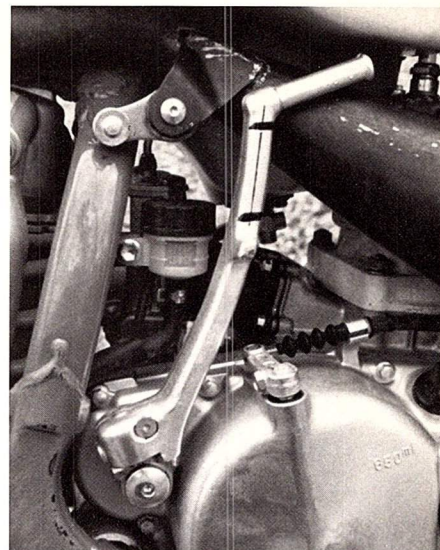
LIVING WITH IT

We had a miserable time starting the RMX after the first cold snap here on the east. Turn on the gas and the choke, and kick your guts out until it finally decides to start on its own. We learned that the starting circuit in that carb is either too lean or too low-volume to get enough fuel into the engine to start it right away, but Bertram offered us a simple cure: turn on the gas and lay the bike over on its side on a cold morning, just until you see gas coming out of the overflow tube on the carb. Stand it up and kick it, and it'll start right up.

Also, you can try turning the idle down on the carb, so the choke orifices have maximum vacuum working on them when you kick the bike with the throttle closed. Both tricks seem to help.

Another thing we want to do if we find the time is to cut about three inches out of the length of the kickstarter lever. With the lever shortened that much it'll be a lot easier to get up on it and deliver a good, fast kick, and the RMX is so easy to kick through that we probably won't notice it being any more difficult.

The RMX is a quick-turning cat in the woods, but all that nimbleness makes the bike a little twitchy at high speeds. We understand the RM



A kickstart lever shortened at these marks would be a lot easier to get your foot on.

suffers from the same problem, and DeVol Engineering makes a device that supposedly cures all that. It's called the DeVol Directional Guidance Stabilizer, and it's basically a steering damper by any other name. With any luck we'll get to try one out in the next couple of months and we'll let you know how it works.

A friend of ours tried out the bike in its present form, and announced that he'd be happy to race a bike set up like this, and could probably win on it, but he suggested changing the stock throttle in favor of a Magura Duo throttle assembly (stock

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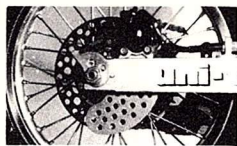
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Dep. El Paso, TX. 8:00 a.m. Sun. 24th - Ret. 9:00 p.m. Sat. 30th

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JANUARY

Monte Arroyo's Cascade Caba de Cabaallo Trail Ride
Dep. Laredo, TX. 8:00 a.m. Sat. 14th - Ret. 3:00 p.m. Sat. 20th

FEBRUARY

Copper Canyon Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 11th - Ret. 9:00 p.m. Sat. 17th

MARCH

Yucatan Peninsula Road/Dual Sport Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 8th - Ret. 9:00 p.m. Sat. 17th

APRIL

Copper Canyon Easter Trail Ride
Dep. El Paso, TX. 8:00 a.m. Sun. 8th - Ret. 9:00 p.m. Sat. 14th

MAY

Monte Arroyo's Cascade Caba de Cabaallo
Memorial Day Trail Ride
Dep. Laredo, TX. 8:00 a.m. Sun. 27th - Ret. 3:00 p.m. Sat. June 2nd

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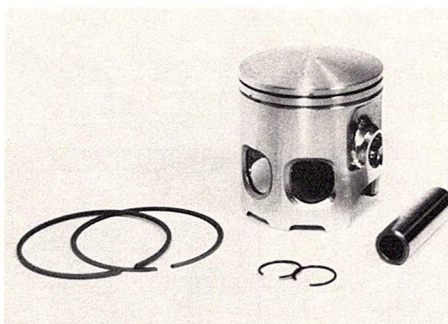
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Trail Rider Magazine P.O. Box 1354 Merchantville NJ 08109

"When DIRT RIDER arrives every month there's a fight between me and my sons to see who gets it first."

—Bill Alsup

Name: Bill Alsup

Occupation: Owner, Lift Services and Alsup Racing Engines, Woodstock, VT; retired Indy car driver

Company descriptions: "Lift Services manufactures and maintains ski lifts. The engine business grew from my racing endeavors. We cater to the late-model sportsman and stock car racing markets, and our customers have had considerable success."

Riding history: "I rode dirt bikes in high school and started racing scrambles in 1961. I raced as an Expert in New England until 1969. In the early days of motocross, I was one of the stockholder/directors of Intersport, the organization that brought over some of the European riders to put on demonstrations."

Car racing background: "At 31 I felt I was too old to be competitive in motocross and a friend talked me into driving a Formula Ford. I raced with a fair amount of success, going to England with the Canadian team for the World Championships and to Atlanta for the SCCA Nationals. In 1974, I turned pro and ran the Volkswagen of America Super Vee series until 1978, when I won both the SCCA roadracing championship and the USAC oval series. In '79 I bought an old beat-up Indy car and a bunch of Offenhauser engines from Dan Gurney. That was the year CART and USAC split, and I threw my hat in the CART ring. I raced on the Penske team with Rick Mears and Bobby Unser in '81. Rick won the National Championship, I was second, and Bobby

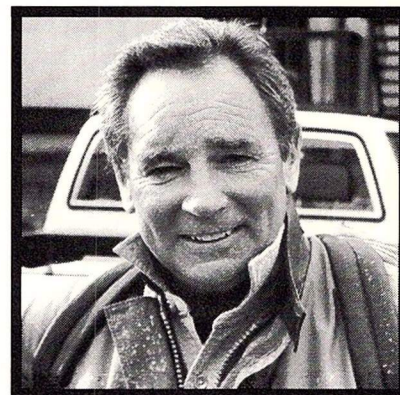


won Indy. I retired at the end of the '84 season."

Track record: 1978—SCCA & USAC Super Vee Champion (only driver to win both in a single year); 1979—CART "Rookie of the Year"; 1980—CART "Most Improved Driver", finished seventh in point standings; 1981—qualified seventh for Indy 500, finished 11th, had eight top-10 finishes in 11 starts to finish second in CART/PPG Cup point standings, named CART's first goodwill ambassador; 1982—American Red Ball/Eddie Sachs Award; 1983 through 1985—elected to CART board of directors

Riding preference: "I enjoy fast desert riding and love to ride in California and Baja. My sons and I do lots of woods and fire road riding here in Vermont, and once a year I enter a ceremonial veterans' motocross. Both boys are serious about motocross. Nipper was state champion in the 250 Amateur class last year and will be an Expert this year."

Bikes currently owned: Honda XR600; KTM 500MX; 1968 Bultaco Pursang; 1968 Mick Andrews replica Ossa trials



Magazine: "When DIRT RIDER arrives every month there's a fight between me and my sons to see who gets it first. I think it's terrific in its scope, and I pick up at least one new tip from every issue. Photography is one of my long-time hobbies, and the photography in DIRT RIDER is absolutely first rate. The magazine looks great, and its editorial content is representative of what motocrossing should be."

This endorsement is purely voluntary. No fee or other consideration is paid.

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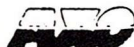
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